

Senate Favors 15 P.C. Tax on Corporations

Defeat of Amendments Indicates Formal Adoption of Plan To-day; Graduated Levy Beaten, 45 to 24

260 Million More Revenue

Wadsworth Includes Calder's \$6.40 Tax on Spirits in His Own Measure

WASHINGTON, Oct. 27.—The Senate today virtually disposed of those provisions in the tax bill which impose a 15 per cent corporation net income tax. The Finance Committee recommendation on this question will be adopted tomorrow, but they practically were adopted to-day when all proposed amendments except one by Senator Walsh, of Massachusetts, were defeated by a heavy vote.

Senator Walsh has an amendment for a graduated tax on corporations which was not acted on, at the request of the Senate, because a severe cold prevented him from discussing it. Had it been for this the corporation income tax sections would have been adopted. It was agreed that no other amendments to these sections except the Walsh amendment should be proposed.

The Finance Committee proposition is that, beginning January 1, 1922, the corporation net income tax shall be 15 per cent, an increase of 5 per cent over existing law. This increase of 5 per cent will add \$260,000,000 annually to the revenue, whereas the repeal of the excess profits tax involves a loss of \$400,000,000.

Jones Urges Graduated Tax

Senator Jones, of New Mexico, led a attack on the Finance Committee's recommendation. He proposed an amendment for a graduated tax on the undistributed net income of corporations, beginning at 8 per cent in the case of corporations whose undistributed net income is not more than 10 per cent of the total net income, and running up to 65 per cent in the case of corporations whose undistributed income is more than 60 per cent of the total net income.

The vote was taken soon after 4 o'clock and after a bitter personal exchange between Senator Penrose and Senator Reed over the question of speeches on amendments under the agreement reached yesterday for limitation of debate on the corporation income tax after 4 o'clock to-day.

Senator Jones' amendment was beaten by 45 to 24. The only Republicans who supported it were Senators Keyton, LaFollette, Norbeck and Norbeck. Senators Penrose, Gerry and Hitchcock, of the Democrats, voted against it.

Senator Reed read into the record a list of great corporations which have large surpluses. He protested against permitting these surpluses to escape taxation. He mentioned the Standard Oil Company of New Jersey, with a surplus of \$373,000,000, as one of the number.

Senator McKellar offered an amendment to require the funding of the

foreign debt, including interest past due, into interest-bearing bonds. He strongly urged its adoption, but it was defeated without a roll call.

Simmons' Plan Rejected

Senator Simmons proposed an amendment for a graduated tax on undistributed profits much similar to Senator Jones' amendment, with taxes ranging from 5 to 20 per cent. This was beaten, 45 to 23. Senators LaFollette, Norbeck, Keyton and Nelson, of the Republicans, supported it and all Democrats present.

Senator Wadsworth laid before the Senate his proposed amendment for taxes on beer, wine and spirits. He announced that he had changed his original amendment so as to include his own provision as to beer and wine and a \$6.40 tax on spirits, which he said he regarded as better than his own. He did not press the matter to a conclusion tonight in the absence of a number of Senators.

Senator Calder will offer an amendment which provides for ten additional revenue districts in the United States. One of these additional districts is in New York City, the plan being to provide for two revenue districts in the metropolitan section instead of one.

Senator Calder has been assured of much support for the amendment and believes the chances are good for its adoption.

Ex-Senator Thompson Joins Tammany Forces

Hylan Praised and Transit Commission Assailed in Speech by Niagara County Man

Ex-Senator George F. Thompson, of Niagara County, who fought the Republican organization last year when it chose Nathan L. Miller as its candidate for Governor, yesterday joined the ranks of the Tammany spellbinders, and last night at Public School 55, in East 169th Street, attacked the Transit Commission, charging that it was working in the interests of the corporations.

He used the arguments that Mayor Hylan has made familiar during the last year. The Niagara Senator is so embittered against the Republican state organization and Governor Miller that he some time ago broke away from his party associates and did not stand for re-election to the Senate last year.

In his speech last night, under Hylan's auspices, Mr. Thompson said: "Since Mayor Hylan took office four years ago he has not only been re-elected support by the state government, but has been hampered by legislative act. If there was any authority in the charter to establish a simplified plan for local transportation it has been forcibly eliminated by the Legislature. Conditions are created so that receiver-ships were necessary and the Federal State were required to step in, with still another angle and another view, and the Mayor has had special grand juries, criminal prosecutions and antagonistic investigations, legislative and otherwise, to contend with."

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"Here's what John McDonald, marine fireman, says: 'The Tonerville trolley that meets all the trains gives twice as good service. The 10-cent fare is robbery for such a system. You have to sit in the tunnel all night waiting for a car. The trusteeship is to help Wall Street more than anything else.'

"And here's what Miss Dorothea Tighe, who works in a department store, says: 'The service is terrible. Ten cents is too much, especially on the pay we're getting. I have to walk one way to save money. After being on my feet all day this is pretty hard. I have to walk about three miles and am an hour late in getting home.'

"The report of the trustees for the three years of their control contains the out-and-out statement that it may be years before the fare is reduced. Already thousands and thousands of former passengers refuse to patronize the system, preferring to walk rather than be gouged for a 10-cent fare."

"This is a three-year accomplishment of a system that Mayor Hylan wanted. And, speaking of accomplishment, what has Mr. Hylan accomplished for transit improvement in the four years drawing to a close? I'll tell you. He has set by and watched the fares in Brooklyn rise from five cents to fifteen cents. He has sat by and watched the fares in Manhattan rise from five cents to ten cents because of the abolition of transfers. He has sat by and delayed the building of subways. He has sat by in his limousine, doing nothing, while the rest of us have stood up, hanging on to straps."

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Hylan Supine While Fares Were Raised

(Continued from page one)

after the bill became a law, Boston 'L' was quoted at 76.

"That is what happened to the traction stocks in Boston. This bill, which converted the worn-down and obsolete cars and equipment of the Boston 'L' into a profitable proposition, sent the stock of the Boston 'L' soaring to a point more than double what it was.

If the Boston 'L' securities were worth \$20,000,000 before the bill passed they were worth \$40,000,000 when the bill became a law.

"In other words, the Boston plan loaded the roads upon the public in the guise of a trusteeship. That was the way they fooled the Boston public. And that is the way they started to fool the New York public.

"For five months Hylan kept his mouth shut about his secret dickering with Mr. MacFarland and if Shonts had not revealed the story of the seven-cent fare when do you think we would have heard about these meetings?

"These people's trustees in Boston were on the job only one month when they quickly showed the people who was boss. Within one month after they took hold the 5-cent fare passed out of Boston, some say forever, it then became 7 cents, and a few weeks later it became 8 cents, and on July 10, 1919, it became 10 cents, and it is 10 cents to-day, and it will be 10 cents to-morrow and it will remain 10 cents.

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